

## C.8 LAND USE AND PUBLIC RECREATION

This section addresses the environmental setting and impacts related to the Proposed Project (Sections C.8.1 and C.8.2), followed by the environmental setting and impacts of each of the alternatives.

### C.8.1 ENVIRONMENTAL BASELINE AND REGULATORY SETTING

This section presents information on the existing land use patterns along the proposed pipeline route and summarizes the land use regulatory environment. It also identifies sensitive land uses (e.g., schools, recreational areas, religious facilities) adjacent to and near the ROW. The inventory of land uses is based on examination and verification of Applicant data, evaluation of Thomas Bros. Guide street maps, aerial photographs, and field reconnaissance. The study area boundary includes lands both within and beyond the pipeline ROW that could be impacted in terms of construction and operation disturbances. Since the potential areas of impact will vary due to topographical and circulation factors, the study area width varies from point to point along the ROW.

#### C.8.1.1 Land Use Characteristics of the Study Region and Project Area

##### Land Use Types

The proposed pipeline route traverses the Cities of Carson, Long Beach, Bellflower, Cerritos, and Norwalk, and unincorporated County land. The pipeline would be located almost entirely within the street ROW of various transportation corridors in those cities. Current land uses along the project route are urbanized, and include residential, commercial, industrial, and a few open space uses. Project mileage within each jurisdiction is presented in Table C.8-1. Table C.8-2 lists the land use categories that were used in classifying land use types.

**Table C.8-1 Project Mileage By Jurisdiction**

	Los Angeles County	City of Carson	City of Long Beach	City of Paramount	City of Bellflower	City of Cerritos	City of Artesia	City of Norwalk
Proposed Project	2.6	0.05	4.4	0.0	2.5	1.3	0.0	2.1
Santa Fe Alternative	2.5	0.0	4.4	0.0	2.5	1.3	0.0	2.1
Cherry Alternative	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0
Paramount Alternative	0.0	0.0	0.3	1.2	0.0	0.0	0.0	0.0
Alondra Alternative	2.6	0.0	4.7	0.0	3.2	0.0	0.0	2.4
Bellflower Rail Alt.	0.0	0.0	0.0	0.0	4.1	0.1	0.0	0.0
Artesia Alternative	0.0	0.0	0.0	0.0	0.0	0.5	2.0	0.5
Shoemaker Alternative	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5

##### Sensitive Land Uses

Sensitive land uses are considered to be those land uses where substantial numbers of the public are grouped together or uses which are particularly sensitive to disturbances that may occur as a result of project

construction or operation. Sensitive land use types are listed in Table C.8-2. The sensitive land uses are identified as such because they may require unique mitigation measures to reduce or avoid adverse impacts. This is not to imply that other uses such as residential or commercial zones are not also sensitive to project disturbances. Residential use is considered both a land use type and a sensitive use; residential areas are noted on Table C.8-3 which also lists individual sensitive land uses by milepost. Commercial uses are addressed in Section C.10.1.1.2 and C.10.2.3.2.

**Table C.8-2 Land Use Classifications**

<b>Classification</b>	<b>Description; Examples</b>
<b>Agriculture</b>	Farm Field, Orchard, Wholesale Nursery
<b>Commercial</b>	Store, Shopping Center, Professional Office, Business Park, Retail Plant Nursery
<b>Industrial</b>	Oil Well, Oil Refinery, Tank Farm, Substation, Gravel Pit, Concrete Plant, Landfill, Sewer Plant, Transmission Line
<b>Open Space</b>	Significant Ecological Area, Environmentally Sensitive Habitat, Wildlife Refuge, River, Stream or Floodplain, Vacant Urban Land, Coastal Bluffs, or Non-Recreational Area
<b>Recreation</b>	State, County, or City Park, Recreation Center, Cultural Center, Museum, Campground, Fairgrounds, Golf Course, Playground, RV Park Near Recreation Site, Zoo, Drive-In Theater
<b>Residential</b>	Single or Multi-Family Residential, Condominium or Apartment, Townhouse, Motel, Mobile Home Park, RV Park Away from Recreation Site
<b>Sensitive Receptor</b>	Elementary, Middle/Junior High, or High School, College, University, Adult Education, Trade School, Day Care, Academy, Religious Facility, Cemetery, Hospital, Convalescent Hospital, Rest Home, Rehabilitation Center, Nursing Home, Children's Health Center, Recreation Facility, Research/Scientific Uses

**Land Uses Along ROW**

Table C.8-3 lists land uses by milepost along the proposed route. The following is a summary of the land uses located adjacent to or near the proposed pipeline route.

**City of Carson.** Beginning at the southeast corner of Wilmington Avenue and Del Amo Boulevard, the proposed pipeline route follows Del Amo Boulevard east to its intersection with Rancho Way, traversing the Union Pacific Railroad ROW. Land uses along both sides of Del Amo Boulevard are light industrial, with the exception of a commercial use at the northeast corner of Wilmington Avenue and Del Amo Boulevard. Land uses along the north side of Del Amo Boulevard are located within the Rancho Dominguez community, part of unincorporated Los Angeles County.

**Unincorporated Los Angeles County (Rancho Dominguez).** From the intersection of Del Amo Boulevard and Rancho Way, the proposed pipeline route proceeds northerly along Rancho Way and Laurel Park Road, with light industrial land uses along both sides of the streets. Residential uses (mobile home parks) are located on the bluffs above the light industrial facilities on the west side of Rancho Way.

**Table C.8-3 Land Uses and Sensitive Receptors: Proposed Pipeline Route**

Milepost <sup>1</sup>	Street	Jurisdiction	Land Use	Non Residential Sensitive Receptor
0.0 - 0.5	Del Amo Blvd.	City of Carson	<ul style="list-style-type: none"> <li>• North - Light Industrial</li> <li>• South - Heavy/Light Industrial</li> </ul>	---
0.5 - 1.0	Rancho Way	North - Los Angeles County South - City of Carson	<ul style="list-style-type: none"> <li>• North - Light Industrial</li> <li>• South - Light Industrial</li> </ul>	---
1.0 - 1.05	Rancho Way	Los Angeles County	<ul style="list-style-type: none"> <li>• East - Light Industrial</li> <li>• West - Light Industrial</li> </ul>	---
1.05 - 1.15	Laurel Park Rd.	Los Angeles County	<ul style="list-style-type: none"> <li>• East - Light Industrial</li> <li>• West - Residential</li> </ul>	---
1.15 - 1.85	Laurel Park Rd.	Los Angeles County	<ul style="list-style-type: none"> <li>• East - Light Industrial</li> <li>• West - Light Industrial</li> </ul>	---
1.85 - 1.95	[no street; continuation of Victoria]	Los Angeles County	<ul style="list-style-type: none"> <li>• North - Residential (mobile homes)</li> <li>• South - Light Industrial; RR; Metro Lines</li> </ul>	---
1.95 - 2.05	[no street: MTA tracks crossing]	Los Angeles County	[pipeline to bore under railroad crossing: at grade]	---
2.05 - 2.15	[no street: Compton Creek crossing]	Los Angeles County	[creek crossing]	---
2.15 - 2.20	[no street: west of Victoria/Santa Fe corner]	Los Angeles County	<ul style="list-style-type: none"> <li>• North - Light Industrial; agricultural</li> <li>• South - Light Industrial; agricultural</li> </ul>	---
2.20 - 2.25	Victoria St.	Los Angeles County	<ul style="list-style-type: none"> <li>• North - Light Industrial</li> <li>• South - Agricultural</li> </ul>	---
2.25 - 2.70	Victoria St.	Los Angeles County	<ul style="list-style-type: none"> <li>• North - Industrial</li> <li>• South - Industrial</li> </ul>	---
2.70 - 2.95	Victoria St.	City of Long Beach	<ul style="list-style-type: none"> <li>• North -Light Industrial &amp; Commercial</li> <li>• South - Industrial</li> </ul>	---
2.95 - 3.00	Victoria and Long Beach Blvd	City of Long Beach	[intersection]	---
3.00 - 3.05	Gordon St.	City of Long Beach	<ul style="list-style-type: none"> <li>• North - Single-family Residential</li> <li>• South - Single-family Residential</li> </ul>	---
3.05 - 3.10	White Avenue	City of Long Beach	<ul style="list-style-type: none"> <li>• West - Single-family Residential</li> <li>• East - 710 Freeway</li> </ul>	---
3.10 - 3.15	[710 Fwy Crossing]	City of Long Beach	<ul style="list-style-type: none"> <li>• West of Freeway: Pico Street</li> <li>• East of Freeway: Utility Corridor</li> </ul>	---
	[SCE Utility Corridor Crossing]	City of Long Beach	<ul style="list-style-type: none"> <li>• Industrial</li> </ul>	---
3.15 - 3.40	[LA River crossing]	City of Long Beach	<ul style="list-style-type: none"> <li>• West of River: Utility Corridor</li> <li>• East of River: DeForest Park</li> </ul>	---
3.40 - 3.45	DeForest Ave.	City of Long Beach	<ul style="list-style-type: none"> <li>• North - Recreational</li> <li>• South - Recreational</li> </ul>	<ul style="list-style-type: none"> <li>• De Forest Park (North and South of Pipeline Proposed Route, Los Angeles River to De Forest Ave. MP 3.40)</li> </ul>
3.45 - 3.55	DeForest Ave.	City of Long Beach	<ul style="list-style-type: none"> <li>• West - Recreational</li> <li>• East - Residential</li> </ul>	<ul style="list-style-type: none"> <li>• De Forest Park (West of De Forest Ave. &amp; Proposed Pipeline Route, MP 3.45)</li> </ul>

C. ENVIRONMENTAL ANALYSIS  
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Milepost <sup>1</sup>	Street	Jurisdiction	Land Use	Non Residential Sensitive Receptor
3.55 - 3.70	South Street (DeForest to Dairy Ave)	City of Long Beach	<ul style="list-style-type: none"> <li>Northeast - Single-family Residential</li> <li>Southwest - Single-family Residential</li> </ul>	<ul style="list-style-type: none"> <li>South St. Parkway Park (Northeast Side of South Street at MP 3.65)</li> </ul>
3.70 - 4.90	South Street (Dairy Ave. to Gundry)	City of Long Beach	<ul style="list-style-type: none"> <li>North - Residential &amp; Commercial</li> <li>South - Residential &amp; Commercial</li> </ul>	<ul style="list-style-type: none"> <li>Historic Dairy, north side of South St at Dairy Ave. (MP 3.75)</li> <li>Calvary Chapel of North Long Beach (South side of South St., MP 3.95)</li> <li>Buddhist Temple (Two blocks West of Orange Ave, on South St., MP 4.4)</li> <li>Riches of Christ (between Locust and Elm Avenues)</li> <li>Bread of Life Food Ministry (One block east of Atlantic Ave.)</li> <li>House of Prayer (Three blocks east of Atlantic Ave.)</li> <li>New City Church (One block east of Orange Ave.)</li> </ul>
4.90 - 5.00	South Street (Gundry to Gaviota)	City of Long Beach	<ul style="list-style-type: none"> <li>North - Residential &amp; Commercial</li> <li>South - Educational</li> </ul>	<ul style="list-style-type: none"> <li>Bret Harte Elem. School (South side of South St., West of Rose Ave., MP 4.95)</li> </ul>
5.00 - 5.10	South Street (Gaviota to Gardena)	City of Long Beach	<ul style="list-style-type: none"> <li>North - Residential &amp; Commercial</li> <li>South - Residential &amp; Commercial</li> </ul>	<ul style="list-style-type: none"> <li>Glad Tidings Assembly of God Church (Corner of South St. and Cherry Ave.)</li> </ul>
5.10 - 5.60	South Street (Gardena to Paramount)	City of Long Beach	<ul style="list-style-type: none"> <li>North &amp; West - Heavy Industrial</li> <li>South &amp; East - Heavy Industrial</li> </ul>	
5.60 - 6.00	Paramount Blvd. (South to 63rd)	City of Long Beach	<ul style="list-style-type: none"> <li>North &amp; West - Heavy Industrial</li> <li>South &amp; East - Heavy Industrial</li> </ul>	<ul style="list-style-type: none"> <li>La Casa Mental Health Rehabilitation Center (Paramount St., MP 5.85)</li> </ul>
6.00 - 6.60	Paramount Blvd. (63rd to Artesia)	City of Long Beach	<ul style="list-style-type: none"> <li>West - Heavy Industrial</li> <li>East - Mixed Use (Commercial, Industrial, &amp; some residences)</li> </ul>	---
6.60 - 7.05	Artesia Blvd. (Paramount to Lakewood)	City of Long Beach	<ul style="list-style-type: none"> <li>North - Mixed Use (Commercial, Residential, Ind.)</li> <li>South - Residential &amp; Commercial</li> </ul>	<ul style="list-style-type: none"> <li>Chateau Retirement Home (South Artesia Blvd. at MP 6.85)</li> </ul>
7.50 - 8.0	Artesia Blvd. (Lakewood to Downey)	City of Bellflower	<ul style="list-style-type: none"> <li>North - Mixed Use (Commercial, Residential, Ind.)</li> <li>South - Residential &amp; Commercial</li> </ul>	<ul style="list-style-type: none"> <li>Windsor Gardens Convalescent Home (S. Side of Artesia Blvd. at MP 6.90)</li> <li>Ramona Park (Corner of Obispo and Artesia Blvd., on South side of Artesia Blvd. at MP 6.95)</li> </ul>
7.05 - 8.00	Artesia Blvd. (Downey to Clark)	City of Bellflower	<ul style="list-style-type: none"> <li>North - Commercial &amp; Residential</li> <li>South - Commercial</li> </ul>	---

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Milepost <sup>1</sup>	Street	Jurisdiction	Land Use	Non Residential Sensitive Receptor
8.00 - 9.20	Artesia Blvd. (Clark to Woodruff)	City of Bellflower	<ul style="list-style-type: none"> <li>North - Residential &amp; Commercial</li> <li>South - Residential &amp; Commercial</li> </ul>	<ul style="list-style-type: none"> <li>Bellflower Medical Center (South side of Artesia Blvd., West of Ardmore Ave. at MP 8.2)</li> <li>DMV (between Clark and Ardmore Avenues)</li> <li>Bellflower Convalescent Hospital (East of Ardmore Ave.)</li> <li>Bellwood General Hospital (South side of Artesia Blvd., Between Woodruff Ave. and Carpintero Ave at MP 9.15)</li> </ul>
9.20 - 9.70	Artesia Blvd. (Woodruff to San Gabriel River)	City of Bellflower	<ul style="list-style-type: none"> <li>North - Residential &amp; Commercial</li> <li>South - Educational, Residential, &amp; Commercial</li> </ul>	<ul style="list-style-type: none"> <li>Wonderland Pre-School (South side of Artesia Blvd. at MP 9.50)</li> <li>Artesia Senior Center (East of Woodruff Ave. at Grand Avenue)</li> </ul>
9.70 - 9.75	[San Gabriel River crossing]	West - City of Bellflower East - City of Cerritos	<ul style="list-style-type: none"> <li>Open Space -San Gabriel River</li> </ul>	---
9.75 - 9.95	Artesia Blvd. (San Gabriel River to 605 Freeway)	City of Cerritos	<ul style="list-style-type: none"> <li>North - Industrial</li> <li>South - Industrial; Educational</li> </ul>	<ul style="list-style-type: none"> <li>Valley Christian High School (South side of Artesia Blvd. at MP 9.90)</li> </ul>
9.95 - 10.05	Artesia Blvd. at 605 Freeway	City of Cerritos	[Railroad crossing at grade; 605 Freeway Undercrossing]	---
10.05 - 10.55	Studebaker Road (Artesia to 91 Freeway)	City of Cerritos	<ul style="list-style-type: none"> <li>West - Indust. &amp; Commercial</li> <li>East - Educational, Indust., &amp; Commercial</li> </ul>	<ul style="list-style-type: none"> <li>Gahr High School (East Side of Studebaker Rd. at MP 10.25)</li> </ul>
10.55	Studebaker Road at 91 Freeway	City of Cerritos	[91 Freeway Undercrossing]	---
10.55 - 10.70	Studebaker Road (91 Freeway to 166th)	City of Cerritos	<ul style="list-style-type: none"> <li>West -Residential &amp; Open Space (park)</li> <li>East - Residential</li> </ul>	<ul style="list-style-type: none"> <li>Reservoir Hill Park (West Side of Studebaker Rd. at MP 6.00)</li> </ul>
10.70 - 10.90	166th Street (Studebaker to Eric)	City of Cerritos	<ul style="list-style-type: none"> <li>North - Agricultural/Educational</li> <li>South - Residential</li> </ul>	<ul style="list-style-type: none"> <li>Cerritos College Parking (MP 10.8)</li> </ul>
10.90 - 11.10	166th Street (Eric to Gridley)	North - City of Norwalk South - Los Angeles County	<ul style="list-style-type: none"> <li>North - Residential</li> <li>South - Residential</li> </ul>	<ul style="list-style-type: none"> <li>First Evangelical Church of Cerritos (South side of 166th St. at MP 11.00)</li> </ul>
11.10 - 11.25	166th Street (Gridley to Maidstone)	North - City of Norwalk South - City of Cerritos	<ul style="list-style-type: none"> <li>North - Residential</li> <li>South - Residential</li> </ul>	---
11.25 - 12.00	166th Street (Maidstone to Horst)	North - City of Norwalk South - City of Artesia	<ul style="list-style-type: none"> <li>North - Residential</li> <li>South - Educational &amp; Residential</li> </ul>	<ul style="list-style-type: none"> <li>Niemus Elementary School (South side of 166th St. at MP 11.30)</li> </ul>
12.00 - 12.10	166th Street (Horst to Norwalk)	North - City of Norwalk South - City of Cerritos	<ul style="list-style-type: none"> <li>North - Residential</li> <li>South - Light Industrial</li> </ul>	<ul style="list-style-type: none"> <li>Iglesia Apostolica Monte Calvario Church (Horst Ave. and 166th St. at MP 12.00)</li> </ul>
12.10 - 12.15	Norwalk Blvd. at 166th	West - City of Norwalk East -City of Cerritos	<ul style="list-style-type: none"> <li>West - Residential</li> <li>East - Commercial</li> </ul>	--
12.15 - 12.50	Norwalk Blvd. (166th to Alondra)	West - City of Norwalk East - City of Cerritos	<ul style="list-style-type: none"> <li>West - Residential</li> <li>East - Residential</li> </ul>	---

Milepost <sup>1</sup>	Street	Jurisdiction	Land Use	Non Residential Sensitive Receptor
12.50 - 12.85	Norwalk Blvd. (Alondra to Norwalk Station)	City of Norwalk	<ul style="list-style-type: none"> <li>• East - Residential</li> <li>• West - Residential</li> </ul>	<ul style="list-style-type: none"> <li>• Baptist Community Bible Church, Baptist Christian Schools, Messenger Fellowship Church and Pre-School (Norwalk Blvd. and Alondra Blvd. at MP 12.55)</li> </ul>
12.85 - 13.00	Norwalk Blvd. (at Norwalk Station)	City of Norwalk	<ul style="list-style-type: none"> <li>• West - Residential</li> <li>• East - Industrial (Norwalk Station)</li> </ul>	<ul style="list-style-type: none"> <li>• Holifield Park (adjacent to Norwalk Station on east)</li> <li>• John Dolland Elementary School (in/adjacent to Holifield Park)</li> </ul>

At Victoria Street, the proposed pipeline route proceeds easterly, across the Metro Blue Line railroad ROW and Compton Creek, to a location at Santa Fe Avenue south of its intersection with Victoria Street. Land uses along this portion of the route are: residential and light industrial, on the north and south sides, respectively, of Victoria Street west of the Metro Blue Line ROW; and light industrial along both sides of the route to Santa Fe Avenue. There is a small agricultural parcel crossed by the route near Santa Fe Drive. The remainder of the pipeline route in Rancho Dominguez proceeds east along Victoria Street to Susana Road, with industrial uses along both sides of Victoria Street.

**City of Long Beach.** The proposed pipeline route enters the City of Long Beach along Victoria Street at Susana Road. From this point, the pipeline route follows Victoria Road east to Interstate 710. Land uses along this portion of the route are light industrial and commercial uses to the north, and industrial to the south. The pipeline would follow Gordon Street between Long Beach Boulevard and I-710, which is a narrow residential street. It would then turn north on White Avenue, where the exit pit for the bore under the 710 Freeway would be located.

After crossing under I-710, the utility corridor, and the Los Angeles River, the route resurfaces on the east side of the river adjacent to the De Forest Park which includes a nature trail on the south, and a baseball field on the north. The route proceeds south along De Forest Avenue to its intersection with South Street, and follows South Street to Dairy Avenue. Land uses along this portion of the route are residential. The route also passes by the South Street Parkway along South Street and then continues east along South Street to Cherry Avenue, with commercial and some high-density residential uses along both sides of South Street. A school is located among residences on the south side of South Street between Orange Avenue and Cherry Avenue, and several churches are adjacent to the route in this vicinity.

From Cherry Avenue, the pipeline route continues east to Paramount Boulevard along South Street, crossing the Union Pacific Railroad ROW. Industrial and some commercial land uses are located on both the north and south sides of this portion of the pipeline route. At Paramount Boulevard, the pipeline proceeds north with heavy industrial uses along both sides of the route to East 63rd Street. Continuing northward along Paramount Boulevard, the route is located between heavy industrial uses to the west, and light industrial uses to the east, to the intersection of Paramount Boulevard and Artesia Boulevard.

The remainder of the pipeline route in Long Beach proceeds east along Artesia Boulevard to Downey Avenue, with commercial and high-density residential land uses along both sides of the street. Several retirement homes are located along Artesia Boulevard, and Ramona Park is at the corner of Obispo and Artesia Boulevard.

**City of Bellflower.** The proposed pipeline route enters the City of Bellflower along Artesia Boulevard at Downey Avenue. From this intersection, it continues east along Artesia to the San Gabriel River. Land uses along this portion of the route are principally commercial and high-density residential, with some hospital facilities along the south side of Artesia including: Bellflower Medical Center (at the southwest corner of Artesia Boulevard and Ardmore Avenue); and Bellwood General Hospital (on the south side of Artesia Boulevard at Woodruff Avenue). Residential uses are located along both sides of Artesia Boulevard between Palo Verde Avenue and the San Gabriel River. East of Palo Verde Avenue, to the San Gabriel River there are residential land uses (City of Bellflower on the north and City of Cerritos on the south). An elementary school is located on the south side of Artesia Boulevard at MP 9.5. A multi-use trail for pedestrians, cyclists, and horses is located along the western bank of the San Gabriel River.

**City of Cerritos.** At the San Gabriel River, the proposed pipeline route enters the City of Cerritos, and continues easterly along Artesia Boulevard, crossing the Southern Pacific railroad ROW, Interstate 5, and Interstate 605, to Studebaker Road. Valley Christian High School (at the southeast corner of Artesia Boulevard and Dumont Avenue), and transportation corridors (San Gabriel River Freeway) are adjacent to the pipeline route in this area. The pipeline route then proceeds north along Studebaker Road to State Route 91, with Gahr High School and commercial office land uses along the east and west sides of the road, respectively. After traversing State Route 91, the pipeline route continues north along Studebaker Road to 166th Street. Land uses along this portion of Studebaker Road are residential to the east, and residential, public facilities (reservoir storage), and Reservoir Hill Park to the west.

**City of Norwalk.** The proposed pipeline route enters the City of Norwalk at the intersection of Studebaker Road and 166th Street. Land uses on the north side of 166th Street, between Studebaker Road and Norwalk Boulevard, are located in the City of Norwalk. Land uses on the south side of 166th Street are located in the City of Cerritos (between Studebaker Road and Eric Avenue, Gridley Road and Maidstone Avenue, and Parkside Avenue and Norwalk Boulevard); in unincorporated Los Angeles County (between Eric Avenue and Gridley Road); and in the City of Artesia (between Maidstone Avenue and Parkside Avenue).

The pipeline route proceeds east along 166th Street to Gridley Road, with agricultural and residential uses to the north, and residential uses to the south. Residential uses continue along both sides of 166th Street between Gridley Road and Pioneer Boulevard, with commercial uses at the intersection of 166th Street and Pioneer Boulevard. Land uses along the north side of 166th Street east of Pioneer Boulevard are residential to Norwalk Boulevard. Land uses along the south side of 166th Street are residential south to Parkside Avenue, with light industrial uses between Parkside Avenue and Norwalk Boulevard. Several elementary schools and churches are located along 166th Street.

At Norwalk Boulevard, the pipeline route runs north to SFPP's facilities (Norwalk Station) near the intersection of Norwalk Boulevard and Excelsior Drive. Land uses along this portion of the route are residential on both sides of Norwalk Boulevard, with the exception of a commercial use (strip mall) at the corner of 166th Street and Norwalk Boulevard. Land uses adjacent to the Norwalk Station consist primarily of single-family and multiple-family residences. Holifield Park and Dolland elementary school are located adjacent to the eastern boundary of the Norwalk Station.

### **C.8.1.2 Applicable Laws, Regulations, and Standards**

Federal, state and local laws, ordinances and policies govern and regulate the development of the Proposed Project. General Plan and zoning requirements of local jurisdictions also apply to the Proposed Project. The following sections briefly discuss the regulatory authority of federal, state, and local agencies that are anticipated to have jurisdiction over all or portions of the pipeline project. A policy consistency analysis is provided in Section C.8.2.

#### **C.8.1.2.1 Federal Regulations**

The primary federal agencies anticipated to have jurisdiction over the proposed project include: the U.S. Department of Transportation (DOT), which regulates the technical performance of oil and gas pipelines; and the U.S. Environmental Protection Agency (EPA), which has oversight authority over issues such as hazardous materials. The proposed route does not cross any lands owned by the federal government except for the easement across the DFSP Norwalk tank farm, which is owned by the Department of Defense.

#### **C.8.1.2.2 California State Regulations**

The California Public Utilities Commission (CPUC) is charged with the regulation of all public utilities within the State of California, including pipeline corporations. The CPUC regulates the terms and rates for service, equipment, practices, and facilities, as well as the issuance of stocks and bonds.

Other state agencies that will have direct jurisdiction over the project include: the California Department of Forestry and Fire Protection, (State Fire Marshal Pipeline Safety Division) enforces U.S. DOT and State pipeline safety regulations; the California Department of Transportation (Caltrans), which is responsible for development, maintenance, and operation of state and federal highways in California, and will require encroachment permits for any activities occurring within its right-of-way; and the California Regional Water Quality Control Board (RWQCB), which may require permits for stream crossings and hydrostatic testing discharges.

#### **C.8.1.2.3 Local Regulations**

Regional plans governing land use and planning in southern California include: the Southern California Association of Governments (SCAG) *Regional Growth Management Plan* (SCAG 1989); and *Regional*

*Comprehensive Plan* (SCAG 1994). These plans establish broad goals, policies, and objectives addressing transportation, growth management, jobs/housing balance, and other planning issues throughout southern California. These regional plans do not contain any policies specifically applicable to the Proposed Project.

Local jurisdictions are required by the State of California to prepare general plans identifying goals and policies that will guide development within their respective jurisdictions. Policies and goals regarding the land use resources are addressed in these general plans. The general plans and zoning ordinances of cities along the project route, and of Los Angeles County, would generally apply to the proposed project. These general plans, however, do not contain specific policies pertaining to oil transportation or pipeline development.

Prior to construction, SFPP will be required to obtain approval or authorization to construct and operate a pipeline from those agencies with jurisdiction over the streets along the proposed route.

An analysis of applicable local plans and policies of affected jurisdictions is provided in the policy consistency analysis in Section C.8.2.

## **C.8.2 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES: PROPOSED PROJECT**

### **C.8.2.1 Significance Criteria**

There are two main components of the land use impact analysis: (1) determination of potential short- and long-term conflicts with surrounding land uses; and (2) identification of potential inconsistencies with land use/recreational policies, ordinances, and regulations.

Although individual impacts of the Proposed Project are identified within the respective issue areas, these same impacts must be evaluated in terms of combined effects on land uses. The type and duration of land use/recreational conflicts that would result from the Proposed Project are determined by aggregating impacts of the following issue areas: socioeconomics, air quality, soils, public utilities and services, noise, visual, transportation, and system safety.

The criteria used to determine the significance of land use and recreation impacts are based on CEQA guidelines and previous EIRs on petroleum transportation projects in the region. The criteria are based on the long-term compatibility of the Proposed Project with existing and future land uses. Impacts are considered significant in the event of:

- Permanent preclusion of a permitted use on nearby property or long-term disturbances that diminish the quality of a particular land use
- Permanent or long-term preemption of a recreational use or temporary preemption during peak use season
- Long-term loss or degradation (extending beyond the construction period) of the recreational value of a major recreational facility
- Inclusion of public uses or sensitive land use receptors within the footprint of a hazardous area

- Conflict with adopted County, State, or federal land use or recreation plans, policies, or regulations
- Conflict with established recreational, educational, religious or scientific uses of the area
- Conversion of prime agricultural land to non-agricultural use, or impairment of the agricultural productivity of prime agricultural land.

Similar to other issue areas, the land use impact analysis focuses on potentially significant impacts. Land uses not specifically addressed in the following section are expected to experience no or negligible adverse effects from the construction and/or operation of the pipeline.

### **C.8.2.2 Applicant Proposed Measures**

Applicant-proposed mitigation measures are considered to be part of the proposed project description. The Applicant has proposed the following measures in the PEA to reduce impacts on land uses:

1. Give ample advance notice to potentially affected property owners and tenants (including religious, scientific, and other sensitive land uses) prior to construction of the pipeline. Notices will be provided by: 1) mailing notices to properties within 300 feet of the ROW, and 2) posting bulletins in neighborhoods that could be affected.
2. Notify residents at least two weeks in advance of lane closures where access to residential areas may be restricted, and develop alternative transportation routes. Further, measures will be taken to ensure that normal access to residential areas is restored, where feasible, at the end of the work day and throughout weekends.
3. Use a public liaison/contact person before, during, and after construction through residential areas as the single-point contact and interface between residents and the construction crew.
4. Schedule construction to avoid peak use periods (weekends and holidays) at recreational parks. Provide onsite notification of recreational access closures at least two weeks in advance, through the posting of signs and/or notices.
5. Schedule construction hours where construction is located adjacent to a school on a case-by-case basis.

### **C.8.2.3 Impacts and Mitigation Measures: Pipeline Construction**

SFPP has estimated that construction activities would proceed at a daily rate of 300 to 500 feet. However, recent urban pipeline construction in the Los Angeles area has proceeded at rates as slow as 200 feet per day. The majority of land use conflicts would occur during this construction period. Assuming a reasonable scenario, it can be expected that construction disturbances would occur for approximately 2 weeks at any given point along the proposed ROW. This would mean daily disturbances of noise, dust, equipment emissions, possible odors, traffic congestion, limited parking, access detours, and utility disruptions to land uses adjacent to the ROW. Construction impacts to businesses along the ROW are described in Section C.10.2 (Socioeconomics). The following discussion focuses on other types of land uses.

### **Impacts to Residential Land Uses**

Residential uses adjacent to, or very near, the ROW would experience increased noise, dust, and odor levels due to truck traffic, equipment operation, and trenching activities. Access to residences could be temporarily blocked or re-routed, causing delays in departing or arriving at homes. Residences located immediately adjacent to the ROW could be subjected to having their driveways cut, as part of the trenching activities. Temporary disruption of public services and utilities such as water, gas and electricity could occur to residential uses along the ROW (see Section C.10.2). This disruption could result in substantial inconveniences to residents. However, such disruptions are not expected to occur for more than a few hours at a time. Overall, impacts are considered adverse, but not significant (**Class III**), due to the temporary nature of construction activities at any one point along the ROW and the applicant-proposed measures regarding access and notification.

### **Mitigation Measures for Impacts to Residential Land Uses**

Mitigation measures listed in the Noise (Section C.9) and Public Services (Section C.10) impact analyses would reduce land use disturbances to residential uses. In addition, the following measures, which modify Applicant Proposed Measures, would further reduce impacts on residences in the vicinity:

**Impact:** Short-term disruption or inconvenience to residents adjacent to the pipeline ROW during construction (**Class III**).

- L-1** The Applicant shall give ample advance notice (at least 14 days) to potentially affected property owners and tenants prior to construction of the pipeline. Notice shall be provided by: 1) mailing notices to properties within 300 feet of the ROW; 2) posting bulletins in neighborhoods that could be affected; and 3) placing notices in local newspapers.
- L-2** The Applicant shall notify residents at least two weeks in advance of lane closures where access to residential areas may be restricted, and develop alternative transportation routes. SFPP shall restore restricted vehicle access to residential areas and individual homes at the end of each work day, while maintaining access controls necessary to preserve public safety in accordance with approved Traffic Control Plans.
- L-3** The Applicant shall use a public liaison/contact person before, during, and after construction through residential areas as the single-point contact and interface between residents and construction crews. One contact person per spread shall be provided and shall be available both in person and by phone for up to one year after construction.

### **Impacts to Recreational Land Uses**

Construction of the pipeline may cause temporary interference with access to the several parks adjacent to the route. Due to the expected progress of the construction spreads, individual access points would likely be blocked for only a few days. This is considered an adverse, but not significant impact (**Class III**). Construction disturbances (i.e., noise, dust, and traffic congestion) would occur and would conflict with adjacent recreational uses, particularly in the vicinity of De Forest Park where boring under the Los Angeles River is planned to occur. These construction effects would be adverse, but not significant (**Class III**), due to the relatively brief time period needed for boring and pipeline installation. In the event that boring of the San Gabriel River is required, impacts to the recreational trail would not be significant as long as the trail was kept open for use.

### **Mitigation Measures for Impacts to Recreational Land Uses**

The following measure would further reduce impacts to recreational uses.

**Impact:** Short-term disturbance to recreational users during pipeline construction (**Class III**).

**L-4** The Applicant shall schedule construction to avoid peak use periods (weekends and holidays) at recreational parks and peak use times/seasons of the adjacent baseball field. The Applicant shall provide onsite notification of recreational access closures at least two weeks in advance, through the posting of signs and/or notices.

### **Impacts to Agriculture**

A very small amount of land currently used for agriculture (row crops) just west of the corner of Santa Fe Avenue and Victoria would be disturbed during pipeline construction. Once construction is complete, farming above the pipeline would not be precluded. The construction impacts to agriculture are not considered significant (**Class III**).

### **Impacts to Educational, Religious, and Other Sensitive Land Uses**

Several educational, religious, and other sensitive use facilities along the pipeline ROW would be affected by construction activities due to their proximity to the pipeline. In some cases, the primary access driveways to these uses are adjacent to or crossed by the pipeline ROW.

Access to these facilities may be impacted by construction activities and religious practices and services that require low ambient noise levels may be disturbed by project construction. See Section C.9.2 (Noise) for a discussion of these impacts. Routine activities may be temporarily disrupted due to noise, odors, limited access, or parking. The combination of noise, dust, and traffic and access disruption near these facilities would represent a significant, but mitigable (**Class II**) impact.

### **Mitigation Measures for Impacts to Sensitive Land Uses**

Mitigation measures regarding noise are identified in Section C.9.2. Measures L-1 and L-2 would help reduce potential impacts on religious and other sensitive uses. In addition, the following measure is recommended for educational facilities:

**Impact:** Short-term disturbance to sensitive land uses resulting from pipeline construction (**Class II**).

**L-5** The Applicant shall limit construction hours where construction is located adjacent to a school. Limitations shall be based on hours of school operation, time of year, and acoustical factors. If construction cannot be avoided during school hours, the Applicant shall contact affected schools prior to the start of project construction and verify daily school schedules. Construction shall be avoided adjacent to schools during hours of high activity (as defined by school administration).

#### **C.8.2.4 Impacts and Mitigation Measures: Station Modifications**

Construction within the Norwalk Station would have the potential to disturb adjacent residences to the south of the facility. It is noted that these residences are currently subjected to loud operational noises at the facility. The temporary construction conflicts would be adverse, but not significant. Mitigation measures L-1, L-2, and L-3 would reduce disturbances to residences near the Norwalk Station. Modifications at other stations would be wholly contained within large, existing disturbed areas at a substantial distance from adjacent land uses.

#### **C.8.2.5 Impacts and Mitigation Measures: Project Operation**

Normal operation of the pipeline should have little or no impact on surrounding land uses, since the pipeline would be buried and would not generate noise or odors. Periodic repair and maintenance activities along the ROW would have minor negligible effects on surrounding land uses due to noise from equipment and vehicle operation.

The primary concern with pipeline operations is the potential for long-term safety risks to existing or planned uses in the vicinity of the pipeline ROW. As described in the System Safety analysis (Section C.11.2), accidental rupture of the pipeline and subsequent spills could occur, even though the pipeline would be buried. Potential rupture of the pipeline could result from corrosion, earthquakes, or third party disturbance in the ROW.

In the event of a spill in populated areas, two significant adverse consequences could occur:

- 1) Contamination of land and property from spilled product; and/or
- 2) Injury due to fire resulting from ignition of the product by a spark or hot metal surface.

Although the probability is low for either of these impacts to occur, the consequences of such events could be significant. Mitigation measures outlined in the System Safety section (C.11.2) would reduce potential impacts, but it is not possible to completely eliminate the risk of an accident. Therefore, the impact is considered to be significant (**Class I**) because along nearly the entire pipeline route, populated areas fall within an area that could be contaminated by product or could be subjected to fire and thermal radiation effects. See the system safety analysis (Section C.11) for a detailed description of spill scenarios and thermal radiation consequences.

If an accident were to occur at existing stations, the hazard zones for injury for existing operations would not be expanded by the addition or modification of equipment to accommodate the proposed pipeline. See the system safety analysis for further discussion of operational risks at the stations.

Impacts to commercial/industrial uses with large concentrations of people, residential occupants, and sensitive land uses, as defined in Section C.8.1, from spills or related fires would be more serious than impacts to other land uses due to the concentration of people and possibly more difficult evacuation procedures. Therefore, Mitigation Measure SS-16 (development of an Urban Spill Response Plan) includes a requirement that emergency response procedures address sensitive land uses, including those land uses with large concentrations of people.

### **Mitigation Measures for Accidents**

**Impact:** Pipeline accidents (spills, leaks, fire, explosion) could contaminate land/water or cause injuries/death (**Class I**).

See Mitigation Measure SS-16, Section C.11. Mitigation Measure L-6 from the Draft EIR has been incorporated into that measure.

#### **C.8.2.6 Secondary Impacts of Project Operation**

As described in Part B, Project Description, completion of the proposed project would result in increased throughput in the CalNev Pipeline (Colton to Las Vegas) and SFPP's Phoenix-West Pipeline (Colton to Arizona) as well as increased transfer of product from SFPP to trucks at the Colton Terminal. Secondary land use impacts of overall project operation focus on: 1) land uses that are adjacent to existing pipelines that would experience increased throughput; and 2) land uses adjacent to local trucking distribution routes in southern California. Land uses adjacent to the CalNev and Phoenix-West pipelines would be subjected to a slight increase in spill/contamination risk as a result of increased throughput in the pipelines. However, there are already existing risks associated with these pipelines and the increased risk is a relatively small increment. Land uses adjacent to the routes leading to and from the terminal would be subjected to spill risks. However, it is likely that the increased trucking would not result in the introduction of new spill risks, but rather would represent an increase in existing risks. Specific trucking routes cannot be identified at this time. See Section C.11, System Safety and Risk of Upset, for further details on spill risks.

### C.8.2.7 Cumulative Impacts

Two primary types of cumulative land use impacts could occur:

- 1) Construction-related disturbances of the Proposed Project in combination with other construction activities along the ROW could result in increased noise, impeded roadway and recreation access, and general disruption to surrounding land uses and sensitive uses; or
- 2) Placement of the pipeline in the ROW may have the potential to preclude future uses of the ROW.

A third consideration is the introduction of new developments and associated increases in population along the pipeline ROW which could then be subject to the consequences of a pipeline rupture. However, the area adjacent to the proposed route is already developed with medium to high density urban uses and the projects in the cumulative projects list (Part B) would not significantly increase the population. Furthermore, the incremental increase in public safety risks over existing risks of gas pipelines and other utilities in or near the right of way is very low. There are many existing oil and gas pipelines within or near the Proposed Project ROW and the introduction of the proposed pipeline would be a small incremental risk.

Cumulative construction activities would cause noise disturbances and impede access to roadways and residential neighborhoods presenting adverse, but not significant (**Class III**) impacts to surrounding land uses and sensitive uses. This impact would be of particular concern in the vicinity of South Street where substantial construction is ongoing to install the new rail overcrossing.

#### Mitigation Measures for Cumulative Impacts

Cumulative construction impacts would be mitigated by Mitigation Measures L-1, L-2, L-3, and L-5 (above). Mitigation Measure L-6 would also help reduce potential safety risks from cumulative project development. Two additional measures have been developed to further reduce potential cumulative impacts through information dissemination and coordination.

**Impact:** Cumulative impacts of pipeline construction with other construction projects could affect adjacent land uses (**Class III**).

**L-7** The Applicant shall coordinate with affected agencies and proponents of proposed projects within or adjacent to the ROW to minimize cumulative construction effects and avoid preclusion of other planned land uses to the maximum extent feasible. Said coordination shall take place during the final design and permitting stages of the pipeline project and shall include, but not be limited to:

- Provision of pipeline route and construction schedule to affected parties
- Coordination of construction activities with other construction projects
- Coordination of utility disruptions and road or lane closures.

**L-8** In negotiating access for construction and operation, the Applicant shall disclose all required mitigation measures that may affect the ROW or the adjacent properties. The Applicant shall obtain a signed disclosure form from or certify delivery to each land owner whose property will be traversed by the Proposed Project. The Applicant shall submit a copy of all executed Mitigation Disclosure forms or delivery certification to the CPUC prior to construction.

#### **C.8.2.8 Significant Unavoidable Impacts**

The only significant unmitigable impact would be the potential consequences of a pipeline rupture or spill on land uses. This impact is lessened by Mitigation Measure L-6 and measures in the System Safety Section, but it remains significant.

#### **C.8.2.9 Policy Consistency Analysis**

The following discussion focuses on potential policy conflicts or inconsistencies. Pursuant to the significance criteria in Section C.8.2.1, conflicts with adopted policies are considered to be significant impacts. The various components of the project and individual issue area impact analyses were reviewed to assess the potential for policy conflicts. Many of the policies require maximum feasible mitigation of impacts or maximum protection of resources and habitats. In these cases, the project would be consistent with a particular policy if specific mitigation measures recommended elsewhere in this document were implemented. Therefore, the project would be conditionally consistent with these types of policies. It will be up to decision makers to make final determinations on policy consistency.

#### **Federal Policies**

There are no Federal land use policies directly applicable to the project.

#### **State Policies**

State provisions applicable to the proposed pipeline project are those of the CPUC. The CPUC implements regulations regarding approval of utility service, long-term debt, stock issuance, and tariffs pursuant to the California Public Utilities Code. There are no State land use policies directly applicable to the project.

#### **Local Policies**

The general plans of cities and counties crossed by the proposed project route were reviewed for potential conflicts with adopted land use policies. The following discussion focuses on key potential policy inconsistencies that could result from the project. It is noted that none of the local general plans contain policies that are specific to oil pipeline development.

**City of Carson, City of Long Beach, City of Bellflower, City of Cerritos, and City of Artesia.** The general plans of these communities contain policies restricting noise and protecting residential areas from incompatible uses. They also contain numerous traffic and circulation policies. With Applicant-proposed measures and mitigation measures recommended in this EIR, the proposed project should be consistent with these local provisions.

**Los Angeles County Policies.** Similar to the city general plans, the County of Los Angeles establishes numerous resource protection policies and policies restricting noise and incompatible uses in residential or commercial zones. There are no policies specifically applicable to oil pipeline development. The project would be consistent if additional mitigation measures as recommended in this EIR were applied.

**City of Norwalk.** Although the City of Norwalk General Plan does not address oil pipelines, it establishes a set of policies and objectives for the Defense Fuel Support Point (DFSP) Norwalk site which is owned and operated by the Army. This site contains SFPP's Norwalk Station facilities (the terminus of the proposed pipeline). The General Plan notes that the location of this industrial facility (50 acres) is incompatible with adjacent sensitive uses, and this incompatibility is exacerbated by the existence of soil contamination. General plan policies encourage relocation of the facility, remediation of soil contamination, and redevelopment of the site into a residential community or City or public facility. The proposed pipeline and related continued long-term use of the Norwalk Station would be potentially inconsistent with these policies. For more details on the DFSP, see the Project Description in Part B.

**C.8.3 SANTA FE ALTERNATIVE SEGMENT**

Land uses along the Santa Fe Alternative segment are shown in Table C.8-4. This route crosses unincorporated Los Angeles County lands. Land uses consist primarily of light industry, a small amount of open land at Compton Creek, and a small parcel of agricultural land. There are no residences or sensitive receptors along this alternative route.

**Table C.8-4 Land Uses and Sensitive Receptors: Santa Fe Alternative**

Milepost <sup>2</sup>	Street	Jurisdiction	Land Use	Sensitive Receptors
0.0 - 0.10	Santa Fe Ave.	Los Angeles County	<ul style="list-style-type: none"> <li>• North - Light Industrial</li> <li>• South - Light Industrial</li> </ul>	---
0.10 - 0.25	Santa Fe Ave.	Los Angeles County	<ul style="list-style-type: none"> <li>• West - ROW</li> <li>• East - ROW (RR, Rail Line, and Alameda St)</li> </ul>	<ul style="list-style-type: none"> <li>• Fire Station Number 105 (West of Alameda St. and East of S. Santa Fe Ave.)</li> </ul>
0.25 - 0.35	[Compton Creek crossing]	Los Angeles County	<ul style="list-style-type: none"> <li>• North - Open Land (Compton Creek)</li> <li>• South - Open Land (Compton Creek)</li> </ul>	---
0.35 - 0.85	Santa Fe Ave.	Los Angeles County	<ul style="list-style-type: none"> <li>• North - Light Industrial</li> <li>• South - Light Industrial</li> </ul>	---
0.85 - 0.90	Santa Fe Ave.	Los Angeles County	<ul style="list-style-type: none"> <li>• North - Agricultural</li> <li>• South - Light Industrial</li> </ul>	—

Impacts would be similar to those described for the Proposed Project above in Section C.8.2, except that this alternative would eliminate construction impacts adjacent to the Del Amo Mobile Estates, the Dominguez

Adobe, and Dominguez Seminaries. It would also avoid disturbance to the agricultural land adjacent to Compton Creek, since it would cross the creek about .3 mile south of the proposed route.

**C.8.4 CHERRY ALTERNATIVE SEGMENT**

This 1.5 mile alternative route segment passes through the City of Long Beach. Land uses include a mix of industrial, commercial, and single- and multi-family residential, with a significant number of residential units located on the west side of Cherry Avenue. There are an estimated 160 residential units along this alternative segment, versus about 130 units on the comparable portion of the proposed route. One sensitive receptor, the Bethel Church, is located on Cherry Avenue at 65th Street. Table C.8-5 lists land uses along this route segment.

**Table C.8-5 Land Uses and Sensitive Receptors: Cherry Alternative**

Milepost <sup>3</sup>	Street	Jurisdiction	Land Use	Sensitive Receptors
0.0 - 0.10	Cherry Ave. at South Street	Long Beach	<ul style="list-style-type: none"> <li>• East: Industrial (ARCO)</li> <li>• West: Commercial</li> </ul>	---
0.1 - 0.3	Cherry Ave.	Long Beach	<ul style="list-style-type: none"> <li>• East: Mixed - Single/Multi-family Residential &amp; Commercial</li> <li>• West: Industrial (ARCO)</li> </ul>	---
0.3 - 0.6	Cherry Ave.	Long Beach	<ul style="list-style-type: none"> <li>• East: Mixed - Single/Multi-family Residential &amp; Commercial</li> <li>• West: Multi-family Residential</li> </ul>	---
0.6 - 0.95	Cherry Ave.	Long Beach	<ul style="list-style-type: none"> <li>• East: Single/Multi-family Residential</li> <li>• West: Mixed - Single/Multi-family Residential &amp; Commercial</li> </ul>	<ul style="list-style-type: none"> <li>• Bethel Church and school (west side at 65th Street)</li> </ul>
1.0	Cherry Ave. at Artesia Blvd.	Long Beach	Commercial	<ul style="list-style-type: none"> <li>• Affordable Burial and Cremation (Cherry Ave. one block south of Artesia Blvd.)</li> </ul>
1.1 - 1.5	Artesia Blvd.	Long Beach	<ul style="list-style-type: none"> <li>• North: Industrial</li> <li>• South: Industrial</li> </ul>	---
1.5	Artesia Blvd. at Paramount	Long Beach	<ul style="list-style-type: none"> <li>• North: Industrial/Commercial</li> <li>• South: Industrial/Commercial</li> </ul>	---

This alternative route would avoid impacts to the commercial uses on South Street between Cherry and Paramount which have been subjected to long-term construction impacts from the new rail overcrossings. The Cherry Alternative would also avoid impacts to the Mental Health Rehabilitation Center on Paramount Street. Otherwise, land use impacts would be similar to the Proposed Project.

**C.8.5 PARAMOUNT ALTERNATIVE SEGMENT**

This 2.5 mile alternative route segment passes through the City of Long Beach (about 0.3 miles) and the City of Paramount (about 2.2 miles). Land uses include a mix of industrial, commercial, and single- and multi-family residential. There are an estimated 150 residential units along this alternative segment (including the Golden State and Paramount Mobile Home Parks), versus about 500 units on the comparable portion of the proposed route. One sensitive receptor, the Wesley Gables School, is located on Garfield Avenue at Jackson

Street. Table C.8-6 lists land uses along this route segment. (Note that Cherry Avenue changes to Garfield Avenue in the City of Paramount.)

**Table C.8-6 Land Uses and Sensitive Receptors: Paramount Alternative**

Milepost <sup>1</sup>	Street	Jurisdiction	Land Use	Sensitive Receptors
0.0 - 0.30	Cherry Avenue at Artesia	Long Beach	<ul style="list-style-type: none"> <li>West: Commercial/ Industrial</li> <li>East: Residential/Industrial</li> </ul>	---
0.30	Garfield Ave. at Utility Corridor	Paramount	Utility Corridor (Transmission line and railroad crossing)	---
0.3 - 0.9	Garfield Ave.	Paramount	<ul style="list-style-type: none"> <li>West: Industrial</li> <li>East: Single- and Multi-family residential</li> </ul>	<ul style="list-style-type: none"> <li>Wesley Gables Elementary School (south of Alondra at corner of Jackson)</li> </ul>
1.0	Garfield Avenue at Alondra	Paramount	<ul style="list-style-type: none"> <li>West: Commercial</li> <li>East: Commercial/Industrial</li> </ul>	---
1.0 - 1.3	Alondra Boulevard (Garfield to Paramount)	Paramount	<ul style="list-style-type: none"> <li>North: Commercial/ Industrial</li> <li>South: Commercial/ Industrial</li> </ul>	---
1.3	Alondra Boulevard	Paramount	Railroad undercrossing	---
1.3 - 2.0	Alondra Boulevard (Paramount to Downey)	Paramount	<ul style="list-style-type: none"> <li>North: Industrial, Multi-Family Residential</li> <li>South: Multi-family residential</li> </ul>	<ul style="list-style-type: none"> <li>Paramount Mortuary (East of Paramount Blvd. near California Ave.)</li> </ul>
2.0 - 2.5	Alondra Boulevard (Downey to Lakewood)	Paramount Bellflower	<ul style="list-style-type: none"> <li>North: Commercial, Multi-Family Residential</li> <li>South: Commercial, Light Industrial</li> </ul>	---

This alternative route would avoid impacts to the many residences along Artesia Boulevard, as well as to Ford West, a large car dealership on Artesia Boulevard. The Paramount Alternative would also avoid impacts to the Chateau Retirement Home, Windsor Gardens Convalescent Home, and Ramona Park. Otherwise, land use impacts would be similar to the proposed project.

**C.8.6 ALONDRA ALTERNATIVE SEGMENT**

The Alondra Alternative route would pass through the Cities of Bellflower and Norwalk, replacing the middle and eastern portions of the proposed pipeline route. Land uses and sensitive receptors are listed in Table C.8-7.

Land uses along this route are mixed residential and commercial along Lakewood Boulevard and generally commercial and some high-density residential along both sides of Alondra Boulevard, between Lakewood Avenue and Studebaker Road. East of Studebaker Road, the route traverses Cerritos College to the south, as well as commercial and residential land uses east to Pioneer Boulevard. The route then continues east with residential uses along both sides of Alondra Boulevard to its intersection with Norwalk Boulevard. Several schools and churches are located along this alternative segment.

**Table C.8-7 Land Uses and Sensitive Receptors: Alondra Alternative**

Milepost <sup>5</sup>	Street	Jurisdiction	Land Use	Sensitive Receptors
0.0 - 0.10	Lakewood Blvd. at Artesia	City of Bellflower	<ul style="list-style-type: none"> <li>West - Commercial</li> <li>East - Commercial</li> </ul>	---
0.1 - 0.3	Lakewood Blvd.	City of Bellflower	91 Freeway off-ramps and undercrossing	---
0.3 - 0.5	Lakewood Blvd.	City of Bellflower	<ul style="list-style-type: none"> <li>West: Industrial</li> <li>East: Residential &amp; Commercial</li> </ul>	---
0.5 - 0.70	Lakewood Blvd	City of Bellflower	<ul style="list-style-type: none"> <li>West - Residential &amp; Commercial</li> <li>East - Commercial</li> </ul>	---
0.70 - 0.90	Lakewood Blvd.	City of Bellflower	<ul style="list-style-type: none"> <li>West - Residential &amp; Commercial</li> <li>East - Residential</li> </ul>	---
0.90 - 1.00	Lakewood Blvd. at Alondra	City of Bellflower	<ul style="list-style-type: none"> <li>West - Residential &amp; Commercial</li> <li>East - Commercial</li> </ul>	---
1.00 - 1.50	Alondra Blvd. (Lakewood to Clark)	City of Bellflower	<ul style="list-style-type: none"> <li>North - Residential &amp; Commercial</li> <li>South - Commercial</li> </ul>	<ul style="list-style-type: none"> <li>Bellflower Mission Center (West of Santa Ana Avenue)</li> </ul>
1.50 - 1.60	Alondra Blvd.	City of Bellflower	<ul style="list-style-type: none"> <li>North - ROW (RR)</li> <li>South - Commercial &amp; Residential</li> </ul>	<ul style="list-style-type: none"> <li>Romanian Baptist Church (East of Clark Avenue)</li> </ul>
1.60 - 1.65	Alondra Blvd.	City of Bellflower	<ul style="list-style-type: none"> <li>North -Commercial &amp; Light Industrial</li> <li>South - RR ROW</li> </ul>	---
1.65 - 2.40	Alondra Blvd.	City of Bellflower	<ul style="list-style-type: none"> <li>North -Commercial &amp; Light Industrial</li> <li>South- Commercial &amp; Light Industrial</li> </ul>	<ul style="list-style-type: none"> <li>Full Gospel Church (on the Corner of Alondra Blvd. and Stevens Ave. at MP 2.90)</li> </ul>
2.40 - 2.65	Alondra Blvd.	City of Bellflower	<ul style="list-style-type: none"> <li>North - Educational &amp; Commercial</li> <li>South - Commercial &amp; Residential</li> </ul>	<ul style="list-style-type: none"> <li>Bellflower High School (North of Alondra Blvd. at MP 3.60)</li> <li>United Pentecostal Assembly Church (South side of Alondra at MP 3.60)</li> </ul>
2.65 - 2.95	Alondra Blvd.	City of Bellflower	<ul style="list-style-type: none"> <li>North - Commercial</li> <li>South - Commercial &amp; Residential</li> </ul>	<ul style="list-style-type: none"> <li>Bellflower Mortuary (west of Chicago Ave.)</li> </ul>
2.95 - 3.00	[San Gabriel River crossing]	Bellflower (west); Norwalk (east)	<ul style="list-style-type: none"> <li>Open Land - San Gabriel River</li> </ul>	---
3.00 - 3.05	Alondra Blvd.	Norwalk	<ul style="list-style-type: none"> <li>North - Residential</li> <li>South - Light Industrial</li> </ul>	---
3.05 - 3.15	[605 Fwy crossing]	Norwalk	<ul style="list-style-type: none"> <li>North - ROW (I-605)</li> <li>South - ROW (I-605)</li> </ul>	---
3.15 - 3.20	Alondra Blvd.	North - City of Norwalk South -City of Cerritos	<ul style="list-style-type: none"> <li>North - Residential</li> <li>South - ROW (I-65)</li> </ul>	---
3.20 - 3.50	Alondra Blvd.	City of Norwalk	<ul style="list-style-type: none"> <li>North - Commercial</li> <li>South - Educational</li> </ul>	---

Milepost <sup>5</sup>	Street	Jurisdiction	Land Use	Sensitive Receptors
3.50 - 4.05	Alondra Blvd.	City of Norwalk	<ul style="list-style-type: none"> <li>• North - Residential &amp; Commercial</li> <li>• South - Educational</li> </ul>	<ul style="list-style-type: none"> <li>• Cerritos Junior College (South side of Alondra Blvd. at MP 4.80)</li> <li>• City of Norwalk Fire Department (North Side of Alondra Blvd. at MP 4.85)</li> <li>• Norwalk Social Services Center (East of Pioneer Blvd.)</li> <li>• Las Buenas Nuevas Assembly of God Church (East of Pioneer Blvd.)</li> </ul>
4.05 - 4.15	Alondra Blvd.	City of Norwalk	<ul style="list-style-type: none"> <li>• North - Residential &amp; Commercial</li> <li>• South - Residential</li> </ul>	---
4.15 - 4.35	Alondra Blvd.	City of Norwalk	<ul style="list-style-type: none"> <li>• North - Educational</li> <li>• South - Commercial</li> </ul>	<ul style="list-style-type: none"> <li>• Norwalk La Mirada Adult School, and Excelsior Union High School (North Side of Alondra Blvd. at MP 5.25)</li> </ul>
4.35 - 5.00	Alondra Blvd. at Norwalk	City of Norwalk	<ul style="list-style-type: none"> <li>• North - Residential &amp; Commercial</li> <li>• South - Residential &amp; Commercial</li> </ul>	—

The Alondra Alternative route would impact fewer residential units (approximately 270 units) by avoiding the segment of the proposed route along Artesia Boulevard with many multi-family buildings and 166th Street which is primarily single-family residential (the proposed route segment includes about 630 units). Although there are several residential zones along Lakewood Boulevard and Alondra Boulevard, in some cases the residences do not face the street (so driveways would not be obstructed), are farther from the street, or are separated by a small frontage road. It is likely that fewer small businesses would be impacted by this route. This route would also avoid potential contamination risks to the water supply reservoir and well located on Stuebaker Road. The number of non-residential sensitive receptors is greater for the proposed project route segment.

**C.8.7 BELLFLOWER RAIL ALTERNATIVE SEGMENT**

The Bellflower Rail Alternative includes 1.8 miles of Lakewood Boulevard (between Artesia and the railroad ROW), and 2.4 miles of rail ROW (between Lakewood Boulevard and Artesia Boulevard). Lakewood Boulevard is primarily commercial, with a few residential units. The railroad ROW itself is about 100 feet wide, and is bordered by residential areas and small businesses. Land uses are about half residential (including primarily single-family homes, but also a few small multi-family units), and half commercial. About half of the residences along the rail ROW are across a frontage road (Flora Vista), and half have their backyards (with walls or fences) adjoining the rail ROW. Land uses and sensitive receptors along the Bellflower Rail Alternative are listed in Table C.8-8.

**Table C.8-8 Land Uses and Sensitive Receptors: Bellflower Rail Alternative**

Milepost <sup>6</sup>	Street	Jurisdiction	Land Use	Sensitive Receptors
0.0 - 0.10	Lakewood Blvd. at Artesia	City of Bellflower	<ul style="list-style-type: none"> <li>West - Commercial</li> <li>East - Commercial</li> </ul>	---
0.1 - 0.3	Lakewood Blvd.	City of Bellflower	91 Freeway off-ramps and undercrossing	---
0.3 - 0.5	Lakewood Blvd.	City of Bellflower	<ul style="list-style-type: none"> <li>West: Industrial</li> <li>East: Residential &amp; Commercial</li> </ul>	---
0.5 - 0.70	Lakewood Blvd	City of Bellflower	<ul style="list-style-type: none"> <li>West - Residential &amp; Commercial</li> <li>East - Commercial</li> </ul>	---
0.70 - 0.90	Lakewood Blvd.	City of Bellflower	<ul style="list-style-type: none"> <li>West - Residential &amp; Commercial</li> <li>East - Residential</li> </ul>	---
0.90 - 1.00	Lakewood Blvd. at Alondra	City of Bellflower	<ul style="list-style-type: none"> <li>West - Residential &amp; Commercial</li> <li>East - Commercial</li> </ul>	---
1.00 - 1.80	Lakewood Blvd. (Alondra to RR ROW)	City of Bellflower	<ul style="list-style-type: none"> <li>West - Commercial</li> <li>East - Commercial &amp; Residential</li> </ul>	---
1.80 - 2.35	RR ROW: Lakewood to Clark	City of Bellflower	<ul style="list-style-type: none"> <li>Northeast - Residential &amp; Commercial</li> <li>Southeast - Residential &amp; Commercial</li> </ul>	<ul style="list-style-type: none"> <li>Adventist Union School (on Flora Vista NW of Clark)</li> </ul>
2.35 - 2.95	RR ROW: Clark to Bellflower	City of Bellflower	<ul style="list-style-type: none"> <li>Northeast - Residential &amp; Commercial</li> <li>Southeast - Residential &amp; Commercial</li> </ul>	---
2.95 - 3.45	RR ROW: Bellflower to Woodruff	City of Bellflower	<ul style="list-style-type: none"> <li>Northeast - Residential &amp; Commercial</li> <li>Southeast - Residential &amp; Commercial</li> </ul>	<ul style="list-style-type: none"> <li>Los Angeles County Mental Health (West of RR ROW on Flower St)</li> <li>Bellflower Public Library (West of RR ROW on Flower St)</li> <li>Bellflower City Hall and Auditorium (West of RR ROW on Flower St)</li> <li>Los Cerritos Municipal Court (West of RR ROW on Flower St)</li> </ul>
3.45 - 4.05	RR ROW: Woodruff to San Gabriel River	City of Bellflower	<ul style="list-style-type: none"> <li>Northeast - Single-family residential and recreational</li> <li>Southeast - Single-family residential</li> </ul>	<ul style="list-style-type: none"> <li>Carruthers Park &amp; Flora Vista Park (adjacent to rail ROW east of San Gabriel River)</li> <li>Bellflower Transit Center (West of RR ROW on Flower St)</li> <li>Bel Toren Villa Nursing home (West of RR ROW on Flower St)</li> </ul>
4.05	Hwy 91 & San Gabriel River crossing	Cities of Bellflower/ Cerritos	Hwy 91 Overcrossing San Gabriel River	---
4.05 - 4.4	RR ROW: San Gabriel River to Artesia Blvd.	City of Cerritos	<ul style="list-style-type: none"> <li>Northeast - Open Space</li> <li>Southwest - Open Space</li> </ul>	<ul style="list-style-type: none"> <li>Valley Christian High School</li> </ul>

The Bellflower Rail Alternative route would impact fewer residential units (approximately 170 units) by avoiding the segment of the proposed route along Artesia Boulevard with many multi-family buildings (the proposed route segment includes about 300 units). Although there are several residential zones along the rail ROW, no driveways would be obstructed since residences are either across Flora Vista or have only backyards on the rail ROW. It is likely that fewer small businesses would be impacted by this route. The number of non-residential sensitive receptors is the same as that for the proposed project route segment.

**C.8.8 ARTESIA ALTERNATIVE SEGMENT**

The Artesia Alternative segment crosses or is adjacent to land in the cities of Cerritos, Artesia, and Norwalk. The land uses and sensitive receptors for this alternative route are listed in Table C.8-9. There are several isolated residential units along this segment, with most of the remainder of the route developed with commercial land uses.

Similar to the Alondra Alternative, this route avoids land use impacts on Studebaker Road and 166th Street, thus eliminating potential impacts to the water supply reservoir on Studebaker and the residential zone on 166th Street. This route would affect fewer sensitive receptors, four versus six along the proposed route segment. The Artesia Alternative would affect fewer residential units (approximately 80 versus about 260 on the comparable portion of the proposed route).

**Table C.8-9 Land Uses and Sensitive Receptors: Artesia Alternative**

Milepost	Street	Jurisdiction	Land Use	Sensitive Receptors
0.0 - 0.40	Artesia Blvd. at Studebaker	Cerritos	<ul style="list-style-type: none"> <li>North: Gahr High School</li> <li>South: Residential/Commercial/Cemetery</li> </ul>	<ul style="list-style-type: none"> <li>Gahr High School (N side of Artesia Blvd, E of Studebaker)</li> <li>Artesia Cemetery (S side of Artesia Blvd., E of Studebaker)</li> </ul>
0.40 - 0.50	Artesia Blvd. at Gridley	Cerritos	<ul style="list-style-type: none"> <li>North: Single-family residential</li> <li>South: Single-family residential</li> </ul>	---
0.50 - 0.60	Artesia Blvd.	Artesia	<ul style="list-style-type: none"> <li>North: Single-family residential</li> <li>South: Industrial/Vacant land</li> </ul>	---
0.60 - 1.0	Artesia Blvd. at Pioneer	Artesia	<ul style="list-style-type: none"> <li>North: Commercial/Industrial</li> <li>South: Commercial/Industrial</li> </ul>	---
1.0 - 1.1	Artesia Blvd.	Artesia	<ul style="list-style-type: none"> <li>North: Commercial</li> <li>South: Commercial</li> </ul>	---
1.1 - 1.5	Artesia Blvd.	Artesia	<ul style="list-style-type: none"> <li>North: Single-family residential</li> <li>South: Commercial, single-family residential</li> </ul>	<ul style="list-style-type: none"> <li>Twin Palms Care Center (convalescent facility) on S side of Artesia Blvd.</li> </ul>
1.5	Artesia Blvd. at Norwalk	Artesia/Norwalk	<ul style="list-style-type: none"> <li>North: Commercial</li> <li>South: Commercial</li> </ul>	---
1.5 - 1.6	Norwalk Blvd. at 91 Fwy	Norwalk	<ul style="list-style-type: none"> <li>East: Commercial</li> <li>West: Single/Multi-family residential</li> </ul>	---
1.6 - 2.0	Norwalk Blvd.	Norwalk	<ul style="list-style-type: none"> <li>East: Institutional</li> <li>West: Industrial/Commercial</li> </ul>	<ul style="list-style-type: none"> <li>ABC Adult School and continuation high school; ABC Unified School District Central Offices (E side of Norwalk Blvd. N/91 Freeway)</li> </ul>

**C.8.9 SHOEMAKER ALTERNATIVE SEGMENT**

The Shoemaker Alternative Segment passes through or adjacent to the communities of Norwalk and Santa Fe Springs. Land uses along this alternative segment are listed in Table C.8-10 and include some residential areas along Alondra Boulevard, as well as commercial and industrial uses.

Although short-term construction impacts would be extended over a longer distance (.9 mile longer than the Proposed Project route), construction and operation at the Norwalk Station (within the Defense Fuel Support Point (DFSP) Norwalk site) would be avoided, thus eliminating construction disturbances to residences that are very close to the proposed ROW and eliminating the introduction of another possible source of leaks or spills in an area that is undergoing a major clean-up operation. Also, construction in close proximity to homes on Norwalk Boulevard north of Alondra would be avoided. Although there are residential areas on a portion of this alternative route along Alondra Boulevard, Alondra is wider than Norwalk, and many of the homes are further from the street or are located on separate frontage roads.

Another benefit of this alternative is that it would avoid the potential conflict with the City of Norwalk General Plan policies regarding the continued and expanded use of the Defense Fuel Support Point (DFSP) Norwalk site. The Shoemaker Alternative would affect slightly fewer residential units than the proposed route segment (90 units versus 110 along the proposed route).

**Table C.8-10 Land Uses and Sensitive Receptors: Shoemaker Alternative**

Milepost <sup>s</sup>	Street	Jurisdiction	Land Use	Sensitive Receptors
0.0 - 0.10	Alondra Blvd. at Norwalk Blvd.	Norwalk	<ul style="list-style-type: none"> <li>• North: Residential/multi-family &amp; Commercial</li> <li>• South: Religious facility</li> </ul>	<ul style="list-style-type: none"> <li>• Community Bible Church; Baptist Christian School - S side of Alondra just east of Norwalk</li> </ul>
0.10 - 0.30	Alondra Blvd.	Norwalk	<ul style="list-style-type: none"> <li>• North: Single-family residential</li> <li>• South: Single-family residential</li> </ul>	---
0.30 - 0.40	Alondra Blvd.	Norwalk	<ul style="list-style-type: none"> <li>• North: Commercial</li> <li>• South: Single-family residential</li> </ul>	---
0.40 - 0.60	Alondra Blvd. at Bloomfield	Norwalk	<ul style="list-style-type: none"> <li>• North: Single-family residential</li> <li>• South: Commercial</li> </ul>	---
0.60 - 0.80	Alondra Blvd.	Norwalk	<ul style="list-style-type: none"> <li>• North: Single-family residential</li> <li>• South: Industrial</li> </ul>	---
0.80 - 1.0	Alondra Blvd. at Shoemaker	Norwalk	<ul style="list-style-type: none"> <li>• North: Industrial</li> <li>• South: Industrial</li> </ul>	---
1.0 - 1.45	Shoemaker Ave.	Norwalk	<ul style="list-style-type: none"> <li>• East: Industrial</li> <li>• West: Industrial</li> </ul>	---
1.45	Excelsior Drive	Norwalk	Railroad tracks crossing	---
1.5	Excelsior Drive	Norwalk	<ul style="list-style-type: none"> <li>• East: Industrial</li> <li>• West: Industrial</li> </ul>	---

#### **C.8.10 SUMMARY OF ALTERNATIVES**

Table C.8-11 summarizes the sensitive receptors and residences along the proposed and alternative routes, showing the preferred route segment in the land use issue area for each portion of the routes.

#### **C.8.11 THE NO PROJECT ALTERNATIVE**

Since the No Project Alternative would not result in any new construction, no construction-related land use impacts would occur. However, product would continue to be shipped via truck through southern California and increased demand would result in more truck trips. Spills from truck accidents would have the potential to cause significant unavoidable impacts on adjacent land uses (**Class I**). This long-term risk cannot be mitigated to level of non-significance, as many homes and populated facilities would be subjected to the risks of an accident.

#### **C.8.12 MITIGATION MONITORING PROGRAM**

Table C.8-12 presents the mitigation monitoring program for land use and public recreation.

**Table C.8-11 Summary Comparison of Alternatives: Sensitive Receptors and Residences**

Sensitive Receptors	Santa Fe Alternative		Cherry Alternative		Paramount Alternative		Alondra Alternative		Bellflower Rail Alternative		Artesia Alternative		Shoemaker Alternative	
	Proposed (a)	Alternative	Proposed (b)	Alternative	Proposed (c)	Alternative	Proposed (d)	Alternative	Proposed (e)	Alternative	Proposed (f)	Alternative	Proposed (g)	Alternative
<b>Non-residential sensitive receptors</b>	0	1	1	2	3	2	13	11	7	9	6	4	3	1
<b>Single family residences *</b>	0	0	10	40	10	30	240	100	10	100	200	50	70	40
<b>Multi-family units *</b>	0	0	120	120	490	120	390	170	290	70	60	30	40	50
<b>Total residential units</b>	0**	0	130	160	500	150	630	270	300	170	260	80	110	90
<b>Conclusion - Preferred Route Segment based only on Land Use</b>	Santa Fe Alternative (h)		Proposed Segment		Paramount Alternative		Alondra Alternative		Bellflower Rail Alternative		Artesia Alternative		Shoemaker Alternative	

\* Residential units are estimated based on a drive-by survey of the proposed and alternative routes.

\*\* Mobile home parks are located to the west of Laurel Park Road and to the north of Victoria Avenue at the corner of Laurel Park.

Only the portion of the proposed route that would be replaced is analyzed in the figures above. Proposed route segments are as follows:

- (a) Proposed route segment for comparison to Santa Fe Alternative: Laurel Park and Victoria (from Laurel Park to Santa Fe)
- (b) Proposed route segment for comparison to Cherry Alternative: South Street (Cherry to Paramount), Paramount (South to Artesia)
- (c) Proposed route segment for comparison to Paramount Alternative: Artesia Blvd. (Paramount to Lakewood)
- (d) Proposed route segment for comparison to Alondra Alternative: Artesia Blvd. (Lakewood to Studebaker), Studebaker (Artesia to 166th), 166th Street (Studebaker to Norwalk), Norwalk Blvd. (166th to Alondra)
- (e) Proposed route segment for comparison to Bellflower Rail Alternative: Artesia Blvd (Lakewood to 605 Freeway)
- (f) Proposed route segment for comparison to Artesia Alternative: Studebaker (Artesia to 166th), 166th Street (Studebaker to Norwalk)
- (g) Proposed route segment for comparison to Shoemaker Alternative: Norwalk Blvd. (Alondra to Norwalk Station), Norwalk Station
- (h) While there is no significant difference between the alternative and proposed segments based on the data in this table, the Santa Fe Alternative segment would avoid impacts on the Del Amo Mobile Estates and the Rancho Dominguez adobe, both of which are near, but not adjacent to, the proposed route.

**Table C.8-12 Mitigation Monitoring Plan**

<b>Impact</b>	<b>Mitigation Measure</b>	<b>Location</b>	<b>Monitoring/Reporting Action</b>	<b>Effectiveness Criteria</b>	<b>Responsible Agency</b>	<b>Timing</b>
Short-term disruption or inconvenience to residents adjacent to the pipeline ROW during construction ( <b>Class III</b> )	<p><b>L-1</b> Give 14 days advance notice to potentially affected property owners and tenants prior to pipeline construction by 1) mailing notices to properties within 300 feet of the ROW; 2) posting bulletins in local neighborhoods; and 3) placing notices in local newspapers.</p> <p><b>L-2</b> Notify residents at least two weeks in advance of lane closures where access to residential areas may be restricted, and develop alternative transportation routes. Restore vehicle access to residential areas at the end of each work day.</p> <p><b>L-3</b> Use a public liaison/contact person before, during, and after construction through residential areas as the single-point contact and interface between residents and construction crews.</p>	Along pipeline route within residential areas	Review plan for noticing and schedule for construction in populated areas; ensure appointment of contact person to coordinate construction activities in residential or other sensitive use areas	Notification allows residents to plan to avoid construction impacts, where feasible	CPUC, Local jurisdictions	Prior to construction
Short-term disturbance to recreational users during pipeline construction ( <b>Class III</b> )	<b>L-4</b> Schedule construction to avoid peak use periods (weekends and holidays) at recreational parks and peak use times/seasons of the adjacent baseball field. Provide onsite notification of recreational access closures at least two weeks in advance	All recreational parks along the ROW	Review construction schedule	Avoidance of restricted or congested access during peak use periods	CPUC, City Parks Departments	Prior to construction
Short-term disturbance to sensitive land uses resulting from pipeline construction ( <b>Class II</b> ).	<b>L-5</b> Limit construction hours where construction is located adjacent to a school (see text for details). Construction shall be avoided adjacent to schools during hours of high activity.	Schools located within 1600 feet of the ROW	Review construction schedule and hours; verify school contacts	Avoidance of construction during school hours	CPUC, School Districts	Prior to construction
Pipeline accidents (spills, leaks, fire, explosion) could contaminate land/water or cause injuries or death ( <b>Class I</b> )	<b>L-6</b> Deleted; incorporated into SS-16 (see Section C.11, System Safety).	All along the ROW				

Impact	Mitigation Measure	Location	Monitoring/Reporting Action	Effectiveness Criteria	Responsible Agency	Timing
Cumulative impacts of pipeline construction on adjacent lands (Class III)	L-7 Coordinate with affected agencies and proponents of proposed projects within or adjacent to the ROW to minimize cumulative construction effects and avoid preclusion of other planned land uses to the maximum extent feasible.	All along the ROW	Review list of all agencies and project proponents requiring coordination; verify that contacts were made and coordination procedures established.	Verification of coordination with all parties	CPUC	Prior to construction
	L-8 Disclose all required mitigation measures that may affect the ROW or the adjacent properties to each landowner or jurisdiction. Obtain signed disclosure form or certified delivery receipt.	All along the ROW	Review Mitigation Disclosure Form	Verification that forms are submitted for all land owners	CPUC	Prior to construction

**C.8.13 REFERENCES**

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